



APPROVED SUMMARIZED MINUTES

**CITY OF SCOTTSDALE
TRANSPORTATION COMMISSION
REGULAR MEETING**

THURSDAY, FEBRUARY 15, 2018

**KIVA – CITY HALL
3939 N. DRINKWATER BOULEVARD
SCOTTSDALE, AZ 85251**

1. CALL TO ORDER

Chair called the regular meeting of the Scottsdale Transportation Commission to order at 6:03 p.m.

2. ROLL CALL

PRESENT: Gary Bretz, Chair
Barry Graham, Vice Chair
George Ertel
Michael Kuzel
Don Anderson

ABSENT: Pamela Iacovo
Renee Higgs

STAFF: Paul Basha, Transportation Director
Ratna Korepella, Principal Planner
Frances Cookson, Staff Representative

GUESTS: Martin Lakin

3. PUBLIC COMMENT

Chair invited public comments.

Martin Lakin, representing Scottsdale Terrace, said that several months ago, he came before the Commission and requested to agendaize an item related to the WaterView impact. Subsequently, the group has had conversations with Paul Basha. It seems that through the process, Villa Monterey was served more than the Scottsdale Terrace individuals, especially along Minnezona. He has lived on the street since 1994 and knows the traffic patterns. There

will now be even more traffic from the hotel and the new apartments. There had been discussions with Paul Basha to bulb out the intersection. He received a call yesterday that this option is not feasible, because the City cannot get the developer to pay part of the \$75,000. He feels “bamboozled” in the process, having done everything he should to help himself and his neighbors in mitigating traffic along Minnezona.

4. APPROVAL OF MINUTES

- Study Session of the Transportation Commission – January 18, 2018
- Regular Meeting of the Transportation Commission – January 18, 2018

Commissioner made a typographical correction.

COMMISSIONER ERTEL MOVED TO APPROVE THE STUDY SESSION MINUTES OF JANUARY 18, 2018 AND THE REGULAR MEETING MINUTES OF THE TRANSPORTATION COMMISSION ON JANUARY 18, 2018 AS AMENDED. COMMISSIONER ANDERSON SECONDED. THE MOTION CARRIED BY A VOTE OF FIVE (5) TO ZERO (0). COMMISSIONERS HIGGS AND IACOVO WERE ABSENT.

5. BUS AND TROLLEY ROUTE OPTIMIZATION PLAN

Ratna Korepella, Principal Planner, discussed the proposed improvements to bus and trolley routes for implementation in October, 2018. Public transit is a viable option for people of all ages and abilities, connecting them to major destinations, such as employment centers, parks, libraries and schools. Having a good public transit system will make it attractive for other people to work in Scottsdale. Reducing drive-alone trips during rush hour will assist with congestion mitigation and air quality. Scottsdale has a significant aging population; good public transit will allow them mobility and accessibility. Scottsdale currently has ten local routes and one express route. Local routes provide regional connectivity. The Express route connects people from Scottsdale directly to Downtown Phoenix during weekdays, a.m. and p.m. peaks. Scottsdale has contracts with Valley Metro and City of Phoenix to operate a local bus service. Scottsdale has four trolley routes, which operate only within City boundaries and require no fare payments. For most bus routes, there is a 30 minute minimum between route times. However, some have greater frequency. There is currently ten minute service on Scottsdale Road south of Camelback to University Drive. On Camelback and Thomas Road, the frequency is between eight and 20 minutes. Trolley frequency varies from ten to 30 minutes. Primary source of funding for public transit is regional sale tax dollars. City sales tax is also used to fund local bus service. All trolley operations are funded with City sales taxes. Some lottery funds are used to offset trolley operations. Grants must be continually applied for. She reviewed weekday annual miles and boarding rates for busses and trollies.

Net costs per boarding is equal to the gross cost minus any fares collected, preventative maintenance funds received as well as any grant funding received. Chair commented that there are significant costs involved in collecting fares, which is why not all routes have fares. Paul Basha, Transportation Director, added that free to the rider trolley services have a much lower cost per rider than most bus routes that charge fares. Ms. Korepella reviewed the net cost per boarding metric, which assists with understanding how the routes are performing.

Chair referred to flat ridership indication for Bus Route 514 over the past three years and noted that the cost increases each year. He asked for clarification on the increase. Ms. Korepella said she did not have the answer immediately available. However, the City sometimes receives credits. If that funding is not received in the current year, it will not offset the operating expense. Vice Chair asked for an explanation of Express 514 for the public's benefit. Ms. Korepella said the express route is provided only during weekdays and will connect people from major city destinations to Downtown Phoenix. Route 514 starts in Fountain Hills, picks up people in Scottsdale and takes them to Downtown Phoenix. At this time, the frequency is only two to three trips. The cost per boarding is approximately \$16. She reviewed the cost per boarding for other routes.

Chair stated that a number of the routes are considered regional routes and are paid for by Valley Metro. Ms. Korepella confirmed that they are regionally funded routes, but are paid out of Scottsdale's jurisdictional equity. Chair commented that cost per boarding can be misleading, as many people come from Tempe or Phoenix and ride into Scottsdale to work. The costs are distributed based upon the number of people actually boarding buses in Scottsdale.

Ms. Korepella discussed local bus opportunities for improvement. The cost for boarding on Priest Drive is \$24 per boarding. The Transportation Department recommends termination of this route in October, 2018. Route 72, Scottsdale Road cost of boarding increased by 50 percent. The Transportation Department recommends reducing the frequency back to 20 minutes.

In terms of trolley opportunities for improvement, there is currently some route path duplication. Trollies operate between ten to 30 minutes, which makes it difficult for riders to transfer. All trolley routes are south of McDonald Drive and it would be desirable to provide connectivity to the north. Mustang Transit Center was open in November of 2017 and the Transportation Department is looking for opportunities to provide connectivity to the Center. Ridership has not increased on Camelback as anticipated. Neighborhood and Miller Roads do not serve Fashion Square Mall. Fashion Square is seen as a hub, where there can be connectivity with multiple routes. Some routes have excessive turns, which presents operational challenges. For the past six months, the Transportation Department has been reviewing ways to improve the trolley route system. Two trolley routes are proposed, including 68th Street and Camelback, starting at ASU SkySong, traveling on Scottsdale Road, east on 68th Street, north on 68th Street to Camelback, serving Fashion Square Mall, east on Camelback. The Miller route also starts at ASU SkySong, travels east on Roosevelt, north on Granite Reef, east on Oak, north on Miller Road, east on Chaparral, north on Granite Reef to Mustang Transit Center. It is proposed that both routes run at 20 minute frequency, 16 hours per day weekdays and 14 hours on weekends.

Vice Chair asked about projected annual savings for the new Downtown routes. Ms. Korepella said that the current budget is \$2.3 million and the routes would keep the budget in that range.

Commissioner said he would like to see an analysis of what groups of people will be most impacted by the proposed changes. Ms. Korepella stated that staff could look into this and provide the information in the future. Mr. Basha added that the proposed changes essentially use the same budget amount to improve service for residents and employees. They were carefully determined routes that serve the exact same geographic areas as existing routes.

Chair asked whether surveys have been conducted on the major collector points in terms of who is being currently served and whether the new routes will affect service. Mr. Basha said that the new trolley service is at most one-quarter mile away from existing routes, so the same

areas will continue to be served. However, with the 68th Street route, they are two blocks further west of 70th Street and now closer to a large number of potential riders. The route will service a large apartment complex on the north side of McDowell west of 68th Street. Chair commented that as it is a high end complex, these will be choice riders with likely very few choosing to ride the trolley. Mr. Basha stated that the Department has been approached by a number of people in the northern part of the City asking for trolley service to Fashion Square and Downtown Scottsdale. Chair said he was previously unaware that Route 81 had a stop at the Pavilions. When that portion is eliminated, coupled with the elimination of Route 514, there may be sufficient funds for the Cactus Road Trolley. He reiterated the need for surveying riders. Mr. Basha said that the routes will be presented to the general public prior to implementation for comments and questions.

Chair commented that when the Neighborhood Trolley was first started, he was working for Valley Metro, who helped fund the route with New Freedom grants. He is concerned that the City would be adding another route that was eliminated years ago. Although it will be a free route, he feels it will likely be unsuccessful.

Vice Chair asked about the thinking behind the addition of the yellow portion to Mustang Transit Center. Specifically, he inquired as to whether this segment would be implemented, even if the Cactus Route is not opened. Ms. Korepella stated that the yellow portion of the route will be implemented, regardless of the opening of the Cactus Route. On Route 81, which currently serves the segment, there has been an increase in ridership. Vice Chair stated that the Downtown Trolley and Neighborhood Trolleys were meant for local residents. Mr. Basha noted that in the last three years, both the Miller and Neighborhood Trolleys have reduced ridership substantially. It is hoped that the revised routes will result in increased ridership. The Downtown Trolley is the only bus or trolley service seeing dramatic increases in ridership. Vice Chair said he did not see the wisdom in adding the section that branches all the way up to the transit center, which seems arbitrary. Mr. Ratna clarified that there are no changes to the current Downtown Trolley route. She reviewed the proposed Cactus Trolley service area. She recapped the Transportation Department's recommendations:

- Discontinue Route 56
- On Scottsdale Road, decrease the frequency from ten minutes to 20 minutes from Camelback to University Drive
- Have consistent 20-minute frequency throughout the day on the Trolley system
- Provide connectivity between SkySong, Mustang Transit Center and Fashion Square
- Cost savings from Routes 56 and 72 will be reinvested into transit

Chair expressed that the Neighborhood Trolley route was studied and not haphazardly thrown together, with many specific destinations included. He is concerned that there is no data regarding boarding patterns in areas where service will be discontinued. The proposed route to the north makes no sense. He does not like the changes and feels they are a mistake. Further analysis should take place before the Transportation Department moves forward. He also asked why there has not been consideration for discontinuing 514. At \$17 per rider, it is by far the most expensive route. Ms. Korepella noted that last year, sampling data was collected in terms of ridership. Following that, there was a study with Valley Metro. For clarification, the Trolleys are paid for by the hour, not the mile. Valley Metro and City of Phoenix are paid on a mile basis. Chair suggested that Department staff speak with Coronado High School, to determine a schedule in order to assist the students in arriving at school on time. The Miller route service gets the students to school late every day.

Vice Chair referred to the segment that is proposed to be added to the Cactus Trolley, surmising that it represents approximately one-third of the cost of the route and noted the significant investment. He asked if any research supports demand along the section. Mr. Basha stated that the service for the Miller Road route between McDonald and the Transit Center is not to pick up passengers along the segment but to connect the northern part of the City to the southern part of the City.

Chair called for public comments. There were none.

Commissioner reiterated that it would be a good practice to survey the population segments to understand potential impacts. However, another method would be to simply institute and try the new routes for a period of time to see how they perform. Commissioner commented that until the northern leg of the Miller Route is opened, there is no way to make a judgment as to its use. It will serve a significant area, including hospital and other facilities. Chair commented that there is also no way to know how many people will be inconvenienced by moving forward with it. Transit ridership has diminished, likely due to the drop in fuel prices. He recommended postponing the route changes pursuant to additional research and opined that the northern segment of Miller Road should be eliminated.

VICE CHAIR GRAHAM MOVED TO AMEND TERMINUS OF THE MILLER ROUTE TO MCDONALD AND GRANITE REEF. COMMISSIONER ETEL SECONDED.

Discussion:

Commissioner Ertel offered an amendment to revisit the demand for the northern extension in six months. Vice Chair noted that Mr. Basha stated the Department would do this regardless. Vice Chair accepted the amendment to the motion:

VICE CHAIR GRAHAM MOVED TO AMEND TERMINUS OF THE MILLER ROUTE TO MCDONALD AND GRANITE REEF AND HAVE THE DEPARTMENT REVISIT IT ON A SEMIANNUAL BASIS. COMMISSIONER ETEL SECONDED.

Discussion:

Commissioner questioned why the Commission is selecting McDonald Road and Granite Reef. It seems that the path of the Miller Trolley was amended to go to the north. Why would it make sense to amend it there and not somewhere else? Mr. Basha said there is no value in terminating at McDonald and Granite Reef. If the Commission votes to eliminate the segment of the proposed Miller Road Trolley route, the Department will identify a proper terminus in another location. If the Commission wishes the Department to revisit trolley routes and bring them back at a future Commission meeting, the changes will not be effective in October. There is not sufficient time. If the Commission wishes the Department to revisit the two proposed routes and discuss them at a subsequent meeting, the changes could be implemented in April of 2019 at the soonest. If the Commission wishes the Department to eliminate the one segment of the Miller Route, the Department can do this on their own by identifying a proper terminus. The Department would then begin the process of implementation in October. Ms. Korepella added that this is a public involvement process, with all changes submitted to Valley Metro in the next couple weeks. Valley Metro will hold public meetings and collect feedback. If all proposed changes are not included at this time, there is no opportunity to make the changes. She suggested letting this proceed through the public involvement process and see what

feedback is received from the public. Chair inquired as to the deadline for finalizing the route. Ms. Korepella stated that for October implementation, the deadline would be in May. Chair commented that McDonald and Hayden is “not the worst place to end,” because of the high school there. Vice Chair suggested that the motion be refined to be more specific and state that it would terminate at the discretion of the Transportation Department as far north as McDonald.

VICE CHAIR GRAHAM MOVED TO AMEND TERMINUS OF THE MILLER ROUTE TO MCDONALD AND GRANITE REEF OR A LOCATION AT THE DISCRETION OF STAFF AND HAVE THE DEPARTMENT REVISIT IT ON A SEMIANNUAL BASIS. COMMISSIONER ERTEL SECONDED.

Discussion:

Commissioner stated that if the proposed plan moves forward to Valley Metro and input received from the public indicates that there will be poor ridership, staff can choose to cut the route off at McDonald. If the public comes back and indicates intent to ride, there would then be a basis to move forward. Ms. Korepella confirmed this understanding. Whatever is approved by the Commissioner must be submitted to Valley Metro within the next week to ten days in order to be instituted in October.

Chair commented that if the Commission chooses not to give an opinion on the proposed route changes, they are essentially rubber stamping their approval. Commissioner commented that if the public is not shown the option, then there is no basis for them to have an opinion. Chair commented that the extension should not be there and that the Commission should be recommending what makes sense. Just because there is a destination in the location does not mean people will actually go there. He recommends postponing a recommendation in lieu of adequate investigation. Chair asked that the motion be read again. Frances Cookson, Staff Representative, stated that the motion did not include approving the whole plan. She read the motion again:

VICE CHAIR GRAHAM MOVED TO AMEND TERMINUS OF THE MILLER ROUTE TO MCDONALD AND GRANITE REEF OR A LOCATION AT THE DISCRETION OF STAFF AND HAVE THE DEPARTMENT REVISIT IT ON A SEMIANNUAL BASIS. COMMISSIONER ERTEL SECONDED.

Chair called for a vote.

THE MOTION FAILED BY A VOTE OF TWO (2) TO THREE (3). CHAIR BRETZ, COMMISSIONER ANDERSON AND COMMISSIONER KUZEL DISSENTED.

Vice Chair commented that the motion was just for the terminus extension, not for the whole plan. Chair said it was for the entire plan. Mr. Basha stated that Vice Chair was only referencing the Miller Road Trolley and that 68th Street and Neighborhood can be discussed later. He understood the motion to be to eliminate the portion of the proposed Miller Road Trolley between McDonald and Mustang Center. Chair noted that there was a misunderstanding. He called for a re-reading of the motion and a re-vote. Ms. Cookson reread the motion:

VICE CHAIR GRAHAM MOVED TO AMEND TERMINUS OF THE MILLER ROUTE TO MCDONALD AND GRANITE REEF OR A LOCATION AT THE DISCRETION OF STAFF AND HAVE THE DEPARTMENT REVISIT IT ON A SEMIANNUAL BASIS. COMMISSIONER

ERTEL SECONDED. THE MOTION CARRIED BY A VOTE OF THREE (3) TO TWO (2). COMMISSIONER ANDERSON AND COMMISSIONER KUZEL DISSENTED.

Chair invited another motion to approve or postpone the overall plan.

COMMISSIONER ANDERSON MOVED TO APPROVE THE AMENDED PLAN. COMMISSIONER ERTEL SECONDED.

Discussion:

Vice Chair said this is a difficult for him, as there is something meritorious regarding the Chair's hesitations. The changes have the potential to affect people in a negative way. The existing route is there for a reason. Because the Commission does not have access to ridership data, they may not be making the most informed decision possible. Having said this, he does like the new plan. Commissioner shared sympathy for the impacted riders. More research is needed. He is encouraged by the opportunity for public comment.

Chair asked whether the Commission will be notified in advance of public comment meeting dates. Ms. Korepella said Valley Metro advertises the dates on its website and Mr. Basha can provide the Commission with meeting dates and times. Chair asked about notification processes and whether there will be notifications on the buses. Ms. Korepella said she was uncertain about bus postings. However, it is posted on the website and discussed at the Board meetings. There are also free webinars. The public meeting information is also posted at bus top locations. Chair requested that flyers be posted on the buses. Mr. Basha said there will be flyers on the trolleys, as those are controlled by the City. Chair said that in light of the fact that changes could be made based on public comment, he was in support of the motion.

THE MOTION CARRIED BY A VOTE OF FIVE (5) TO ZERO (0).

Chair asked that staff look into the possibility of eliminating the 514 as an expensive route service choice riders.

6. CAPITAL BUDGET PROCESS AND STATUS

Mr. Basha provided a status of the prioritization process and the budget for the five-year CIP. At next Tuesday's City Council meeting, the City Council will consider a recommendation from the CIP subcommittee to identify a mechanism to generate \$350 million worth expenditures. There are three different types of expenditures that the CIP Subcommittee is requesting the Council to consider:

- General Obligation Bonds: Reimbursed with property taxes
- Sales tax increase
- Stormwater fee increase

At the meeting, the Council will be asked to develop a combination of the three types of revenue generators to provide \$350 million to be expended on the CIP. Mr. Basha reviewed existing traffic congestion on some City streets, including the ten locations with the highest volume to capacity ratios. He reviewed expected traffic ratios with and without potential funding for the ALCP Program. The appropriate volume capacity is between 50 and 80 percent of capacity.

The typical method for reducing street capacity is to build fewer lanes. In the 2016 Master Plan, the Department recommended reducing the ultimate number of lanes on several street segments. The ALCP is funded in part by regional taxes. Current City needs equal half a billion dollars. Over the next nine years, the City is requesting from the Region \$172 million. In order to receive the funds, the City must provide \$65 million in matching funds. In comparison to other County municipalities, Scottsdale is near the bottom in its sales tax rate. The transportation sales tax rate is the lowest in the County. The CIP Subcommittee has suggested increasing the sales tax rate.

In response to a question from Chair, Mr. Basha stated his belief that Tempe's tax is a transit tax, as opposed to a transportation tax. However, it is in the transportation category.

Chair asked whether there would have to be a public vote on the increased sales tax. Mr. Basha stated that the Council is not authorized to implement the increase, which would have to be approved by a vote of the public. The intent is for an election in November of this year. A decision for such an election would need to be made in March.

Mr. Basha stated that another possible funding source is a bonding election. In the last bond election, there were significantly more votes against than for the measures. Four of the six bond questions failed during the last bond election. Chair commented that only 33 percent of voters even cast ballots in that election.

Mr. Basha estimated that in the next nine years, the sales tax generated in Scottsdale by the regional sales tax will be \$283 million. The City of Scottsdale is a donor community in terms of regional sales tax. They give the Region \$283 million and is only requesting \$172 million. Chair asked whether the City would have the required match to request the full amount of \$283 million. Mr. Basha said that the City does not have the \$65 million match currently even to request the lower amount of \$172 million. Mr. Basha reviewed the projects included in the half billion dollar needs list.

Chair asked whether the funding timeline would change, should Council identify a funding source (i.e., would the first 14 projects possibly be funded in the next two years, rather than five years). He noted that the Transportation Commission previously recommended that 128th and Via Linda be at the bottom of the list and inquired as to the logic of moving it back up. Mr. Basha said it is unlikely that more projects would be constructed sooner, if additional funding is found. It takes significant time to complete planning, design and construction. In terms of 128th and Via Linda, the dominate reason for moving it up relates to the Technical Review Committee. It is a committee of director level employees who advise the City Manager. These two dozen people met and discussed all the projects. The Committee believes that 128th Street should be the 14th highest ranked project. The dominant reason is that the Transportation Department continues to believe it is a meaningful project. The police department believes that this is a very important project. Every single day, Scottsdale police officers are standing in the intersection directing traffic at the location. This is an intersection improvement project, not a roundabout.

Commissioner cited Shea and 90th to the 101, noting the 134 percent capacity and its ranking as 29th on the list. Happy Valley from Pima to Alma School was number four on the congestion list at 123 percent of capacity. That does not appear to be on the list. In terms of 128th and Via Linda, for comparison, when Basis School had similar issues, they were told to hire security guards for traffic management. The same could be done with Desert Mountain.

Mr. Basha continued with a review of projects and concluded his presentation. Chair noted that this is an information agenda item. He asked about a method for the Commission to communicate to City Council that it disagreed with the prioritization of Item 14, including polling Commission members on their support. Mr. Basha provided two suggestions:

- Commissioners could offer their opinions by contacting City Council members.
- Commissioners could vote as a Commission to ask the Chair to write a letter on behalf of the Commission. The vote could not take place tonight, because this is not an action item. If the Commission is favorable in regards to such a letter, they could draft it prior to the March meeting and ready for voting.

Mr. Basha stated that the City Council meeting on the 20th is to discuss funding sources with some prioritization discussion. Commissioner asked whether the funding sources would include discussion of the SUSD funding. Mr. Basha said that the only reason the City would construct the project at 128th and Via Linda is if SUSD provides 50 percent funding. It is not likely to be discussed at any length on February 20th.

Vice Chair asked whether the funding source discussion will include a permanent or temporary sales tax increase. Mr. Basha said both were discussed with the CIP Subcommittee, so it is likely both will be discussed by the City Council. Commissioner asked whether the City Council has any ability to raise revenues by vote of Council. Mr. Basha said that the City Council can raise property taxes a certain percentage each year. They have rarely increased those taxes. There are three members of the City Council on the CIP Subcommittee and they could not agree on a recommendation as to which sources should be used.

Commissioner commented that the first 14 projects need \$18 million in funding. If the school district is funding half of the project on 128th and Via Linda, he questioned why the full amount of the project cost is listed. He asked whether there is anything precluding the project from proceeding if the City does not receive the 50 percent share from SUSD. Mr. Basha acknowledged that the numbers are confusing. It is important to note that they are not firm, but are only estimates, many generated five years ago when the economy was poor and prices relatively inexpensive. The first year of the CIP is relatively definitive. Each year thereafter becomes less and less definite, as projects are reevaluated every year. He does not see the 128th and Via Linda project happening in the next five years, even if City Council includes it in the five-year plan. It is too far into the future to be definitive. Part of the reason the CIP Subcommittee was created by the Council was to generate an exhaustive list.

Chair asked whether there is consensus from Commissioners for him to compose a letter asking to move 128th and Via Linda to the bottom. Commissioner and Vice Chair commented that they were not prepared to make a final decision on this. Commissioner said he would draft a fact-based letter personally to be reviewed by the Commission at its next meeting. Vice Chair noted that there are two absent Commissioners who live in the particular neighborhood and likely have opinions. Mr. Basha suggested agendizing the topic for the March meeting.

7. OTHER TRANSPORTATION PROJECTS AND PROGRAM STATUS

Mr. Basha addressed the neighborhood west of Miller Road and north of Camelback Road, adjacent to the WaterView hotel and apartment complex being constructed this year. As part of the stipulations of approval for the rezoning case, the developer was required to provide up to \$75,000 for traffic calming. The Department has developed a traffic calming plan, which has been presented to the developer. There is an estimated cost of \$125,000. The developer is willing to pay \$75,000, but declined to pay more. That is why one of the suggested

improvements has been eliminated in the neighborhood. Traffic volume counts throughout the neighborhood have been completed. These will be used as “before” for traffic volumes in the neighborhood. After the development is constructed and occupied, the traffic counts will be analyzed again. Should there be increased volume and high speeds, the Department will develop a traffic calming plan.

Chair asked if the project will empty into Camelback by the Entertainment District. Mr. Basha said it will realign 73rd Street, which is to the north of Camelback. When the developer constructs the project, they will align 73rd Street with Buckboard Trail. There is access into the neighborhood. Because of the location of the Arizona Canal extending from the Scottsdale Camelback intersection in the northeast direction, there is no opportunity for direct access to Camelback Road.

Commissioner asked about the feasibility of placing the \$75,000 in an escrow account and using the funds to construct the traffic calming based on the traffic studies following construction. Mr. Basha said this was considered. One of the complaints from the neighborhood is the City is not going to do anything now and is going to allow problems to develop before resolution. By spending the funds now, the City is proactively responding. Chair asked that this be agendaized for further discussion. Mr. Basha said it is the Department’s opinion that the developer should pay to construct the traffic calming plan developed jointly with the developer and the neighborhood without Commission involvement. Anything in the future would need Commission involvement. The plan will be provided to all residents with their preferences requested. Chair asked if the Commission has seen the plan. Mr. Basha stated they have not, as this is essentially an agreement between the developer and the neighborhood. City of Scottsdale is merely facilitating the conversation. No direct City money is involved. In the future, if public funds are used, the Commission should be involved.

Mr. Basha addressed bike share. Currently, over 110,000 rides have been taken in the three months since business have operated. It is a popular program run by private businesses. The average ride lasts eight and a half minutes. One company held an informal survey, collecting the following data: 75 percent of riders are Scottsdale residents, 15 percent residents of the Valley outside Scottsdale and 10 percent of riders were tourists. One of the criticisms is that the bikes are present in neighborhoods, however this is because Scottsdale residents have ridden them there.

Chair expressed concern regarding bikes parked blocking sidewalks, which limits mobility for those with disabilities. Vice Chair commented that former Commissioner Stickles previously advised against rushing to join the subsidy frenzy of Mesa, Phoenix and Tempe. His prediction was quite prescient. While it is not a perfect program, the Commission can be part of the solution of balancing the problems. Commissioner said he was impressed by the number of bikes parked where they are supposed to be, however he is aware of the problems. Perhaps part of the problem is that the police are not ticketing inappropriately parked bikes. Mr. Basha said that when residents contact the bike share companies, the companies attempt to remove the bikes within eight hours. Commissioner commented that as a new program, it is a work in process. Education is important to success.

Mr. Basha stated that last summer, the City changed trolley providers as well as the contract. Prior to August of 2017, the company that operated the trolleys also maintained them. The contract was terminated. The City is now under contract with a new operator, with the trolleys being maintained by the City of Scottsdale fleet maintenance department. In August, there were approximately 20 calls for trolley breakdowns. In September, there were 55 calls and in

October, there were 40 calls. The calls have diminished over time, with an average of once every three days currently. The difference is that the City is maintaining the trolleys well, via daily inspection and repair. The expense to maintain the trolleys is less than was anticipated and budgeted.

Chair commented that under the old system, the City had oversight on the maintenance of the trolleys. He expressed concern that the City is reviewing its own performance. Other contracts have a mechanic expert review the records to ensure correctness.

8. PUBLIC COMMENT

There were no comments.

9. COMMISSION IDENTIFICATION OF FUTURE AGENDA ITEMS

Chair noted the discussion regarding potentially eliminating Route 514 as well as agendaizing Number 14 on the CIP list.

10. ADJOURNMENT

With no further business to conduct, Chair Bretz adjourned the regular meeting at approximately 9:10 p.m.

SUBMITTED BY:

eScribers, LLC

***Note: These are summary action meeting minutes only. A complete copy of the audio/video recording is available at <http://www.scottsdaleaz.gov/boards/transp.asp>**